The Hongkong Telegraph.

N°. 1971. THURSDAY, JULY 5, 1888. SIX DOLLARS PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.
PAID-UP CAPITAL 500,000

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER, Manager. HONGKONG BRANCH.

10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$7,500,000.
RESERVE FUND ..... 3,900,000.
RESERVE LIABILITY OF PROPRIETORS ..... 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. | S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. | J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. | L. POESNECKER, Esq.
B. LAYTON, Esq. | N. A. SIEBS, Esq.
Hon. A. P. MCEWEN. | E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, 25th April, 1888. [8

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.

Hongkong, 1st September 1887. [9

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 25th August, 1887. [25

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "TEVIOT," FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 5th proximo, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th proximo, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co., Agents.

Hongkong, 30th June, 1888. [662

NOTICE TO CONSIGNEES.

STEAMSHIP "MOGUL," FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 10th proximo, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co., Agents.

Hongkong, 4th July, 1888. [52

Amusements.

OPERA AND MUSICAL COMPANY.
COMMENCING ABOUT JULY 15TH, 1888.
To the Residents of Hongkong.

MR. PEMBERTON W. WILLARD begs to announce that a Company organized and directed by him will make their appearance as above or thereabouts.

Repertoire—OPERAS, Faust, Il Trovatore, Maritana, Fra Diavolo, Bohemian Girl.

OPERA BOUFFE—Dorothy, Erminie, Pepita, Falka, Old Guard.

BURLESQUES—Little Jack Sheppard, Monte Cristo Jr., Little Dick Whittington, The Babes.

COMEDIES—Arabian Nights, Little Lord Fauntleroy, Vice-Versa, Turned Up, A Night Off.

MUSICAL COMEDIES.—The Tramp, A Break Somewhere, The Pullman Car, Fun on the Bristol, Bridget O'Brien, Esq., &c., &c.—The Musical Comedies under the direction of Mr. J. F. Sheridan, the original Widow O'Brien.

NOTICE.—Prices will be $3, $2, and $1. The season will run one month only. Three Performances a week. Season tickets will be issued for the series of 12 Performances at $24. Not transferable. Plan now open at Messrs. KELLY & WALSH'S, LD.

Hongkong, 30th June, 1888. [663

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [150

NORTHERN ASSURANCE COMPANY.

THE Undersigned having been appointed Agents, in conjunction with Messrs. TURNER & Co., for the above Company, are prepared to ACCEPT RISKS against FIRE at CURRENT RATES.

W. HEWETT & Co.

Hongkong, 7th June, 1888. [573

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $240,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1885. [877

THE NEGLECT OF LIFE ASSURANCE.

THERE is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort—perhaps in luxury—are left in extreme poverty every year from the bread winner having neglected to assure his life. In the East many a man lives up to his income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.

EVERY FACILITY
In connection with Life Assurance Business is afforded by
THE STANDARD LIFE OFFICE,
one of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to any of the Standard Company's Agents, or to
THE BORNEO COMPANY, LD., Agents, Hongkong.

Hongkong, 29th June, 1888. [619

Intimations.

LANE, CRAWFORD & CO.

HAVE JUST UNPACKED A FRESH SUPPLY OF

SMITH'S GLASGOW TOBACCOS,

BRIGHT CUT NAVY .....in 1lb. Tins.
FLAKED HONEY DEW .....in 1lb. "
GLASGOW MIXTURE .....in ½lb. "
GOLDEN BIRDSEYE.....in ½lb. "

LANE, CRAWFORD & CO.

Hongkong, 26th June, 1888. [29

W. BREWER

CHEAP AND USEFUL BOOKS, 40 CENTS EACH 6 FOR $2.

THE Modern Hoyle or how to play all Games.
Modern Etiquette.
Everyday Errors of Speech.
Companion Letter Writer.
Marvels of Electricity.
" Geology.
Ready Made Speeches.
French and English Pronouncing Handbook.
Photography for Amateurs.
" and Tricks made Easy.
The Wife's Handbook.
Cricket Year Book.
The Insurance Year Book.
Platt's Land, Money, Life, Poverty, 4 vols.
Art of Pen and Ink Drawing.
All Dickens' Works in Cloth.
All Carlyle's Works in Cloth.

90 CENTS EACH.

Letter Writer's Handbook.
All About Book-keeping.
" " Cooking.
" " Etiquette.
Ingolsby Legends.
Mallock's New Republic.
Lamb's Tales from Shakspeare.
Webster's Standard Etymological Dictionary.
Best of Everything.
Dictionary of Commercial Information.

W. BREWER, UNDER HONGKONG HOTEL.

Hongkong, 27th June, 1888 [100

PIANOS! PIANOS! PIANOS!

HEUERMANN, HERBST & CO.,

SOLE AGENTS FOR THE

TRANSPOSING SCREW TUNED PIANOS.

WITH Mechanism for transposing for the accompaniment of singing or other instruments, being specially built for damp and hot climates by the celebrated works of

WILLIAM SCHÖNLEIN, "BERLIN."

We invite the public before making any rash purchase to come and try these first class Pianos.

HEUERMANN, HERBST & CO., Sole Agents.

Hongkong, 18th May, 1888. [27

ROSE & CO.

HAVE RECEIVED PER FRENCH MAIL.

LADIES' EVENING SHOES in BLACK SATIN, KID and BRONZE.
THE LANGTRY WALKING SHOE.
GENTLEMEN'S KID and CANVAS SHOES,
CHRISTY'S TERAI HATS,
WATERPROOFS and UMBRELLAS.

Also,

A Fresh Invoice of DRESS MATERIALS in MUSLIN, CANVAS, PICOT EDGE ZEPHYRS to match the fashionable RIBBONS. EMBROIDERED COSTUMES in all Shades. The New Pattern DRILLET for DRESSES, 15 cents per yard.

LADIES' JERSEYS in all Shades.

ROSE & CO.
37 & 39, QUEEN'S ROAD, HONGKONG.

Hongkong, 23rd June, 1888. [40

KELLY & WALSH, LD.

JUST LANDED

SWEET CAPORAL CIGARETTES.
KINNEY'S STRAIGHT CUT CIGARETTES.

AND

TO ARRIVE BY THE "AJAX"

COPE'S "GOLDEN CLOUD."

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 26th June, 1888 [7

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
" Drab Felt Hats.
Black, Brown, Drab and Grey Hard Felt Hats.
Terai and other Soft Felts.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from $5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Travelling Rugs and Scotch Mauds.
Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Cork-screw for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trouserings in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirtings.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.
Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Winter, Medium and Summer Under Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888. [95

Shipping.

STEAMERS.

STEAM TO STRAITS, COLOMBO AND BOMBAY, connecting at COLOMBO with the Company's Steamer "PARRAMATTA" for LONDON and INTERMEDIATE PORTS.

THE P. & O. S. N. Co.'s Steamship "LOMBARDY" will leave for the above places on SATURDAY, the 7th July, at NOON.

(Passengers only will be booked to London by this Steamer).

E. L. WOODIN, Superintendent.

Hongkong, 30th June, 1888. [661

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamer "TAICHIOW," Captain J. Newton, will be despatched for the above Ports, on SATURDAY, the 7th instant, at 2 P.M.

For Freight or Passage, apply to
YUEN FAT HONG, Agents.

Hongkong, 5th July, 1888. [675

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.
(Taking through Cargo for QUEENSLAND PORTS, ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

THE British Steamer "AFGHAN," Captain Roy, will be despatched as above on TUESDAY, the 10th instant, at 4 P.M.

Fare to Sydney or Melbourne $150.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Managers.

Hongkong, 3rd July, 1888. [634

"SHIRE" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship "CARMARTHENSHIRE," will be despatched for the above Ports on the 11th instant.

This Steamer has superior Passenger accommodation.

For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.

Hongkong, 4th July, 1888. [676

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 A. I. I. American Ship "ELECTRA," Jones, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 2nd July, 1888. [668

FOR SAN FRANCISCO.

THE AA I. British Bark "E. J. SPENCE," Gill, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.,

Hongkong, 2nd July, 1888. [669

FOR NEW YORK.

THE 3/3 L. I. I. American Ship "C. C. CHAPMAN," Hichborn, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to PUSTAU & Co.

Hongkong, 1st June, 1888. [550

FOR NEW YORK.

THE 3/3 L. I. I. American Ship "WANDERING JEW," Nichols, Master, shortly expected, will load here for the above Ports, and will have a quick despatch.

For Freight, apply to PUSTAU & Co.

Hongkong, 1st June, 1888. [551

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY,

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "ARABIC" will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 10th July, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information, as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 27th June, 1888. [8

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship "ABYSSINIA," 3,651 Tons Register, Lee, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, *via* KOBE, and YOKOHAMA, on TUESDAY, the 10th July, at THREE P.M.

To be followed by the S.S. on 2nd August and S.S. "BATAVIA" on 23rd August.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.)$160.00
To San Francisco..... 175.00
To all Common Points in Canada and the United States 230.00
To Liverpool 300.00
To London..... 305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 9th July.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co., Agents.

Hongkong, 26th June, 1888. [36

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF SYDNEY" will be despatched for San Francisco, *viâ* Yokohama, on THURSDAY, the 10th July, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 3rd July, 1888. [1

Notices of Firms.

NOTICE.

I HAVE This Day Established myself in this Colony as a CIVIL ENGINEER, ARCHITECT and SURVEYOR.

A. DENISON, A. M. Inst. C. E.
61, Queen's Road Central.

Hongkong, 2nd July, 1888. [671

NOTICE.

WE have admitted Mr. SILAS AARON HARDOON a PARTNER in our Firm in Hongkong and China, from 1st January, 1888.

E. D. SASSOON & Co.

Hongkong, 28th June, 1888 [660

NOTICE.

MY INTEREST and RESPONSIBILITY in the Firm of HAHN, PIRON & Co., has ceased from this day.

E. PIRON.

Hongkong, 1st June, 1888.

I HAVE this day taken over the Business of HAHN, PIRON & Co., and will carry on the same in future under the Style of
A. HAHN,
Dealer in Pianos and Musical Instruments.

Hongkong, 1st June, 1888. [58

Intimations.

A. S. WATSON & CO., LTD.

WATSON'S

A STRINGENT LEMONADE.

Is an excellent stomachic and preventative of Diarrhœa, and is recommended by the Faculty.

During the present Season, avoid all doubtful food, impure water, over-fatigue, and impure air.

A bottle of ASIATIC CORDIAL and a bottle of the fine old COGNAC BRANDY, are useful things to have in the house.

The following DISINFECTANTS are reduced in price:

PERMANGANATE FLUID (similar to Condy's) 50c. per bottle or $1 per 2 gallon jar.

CARBOLIC ACID 75c. per quart bottle.

JEYES' FLUID, CHLORIDE of LIME and other Disinfectants at usual prices.

Special quotations for wholesale quantities.

A. S. WATSON & Co., Ltd.

THE [illegible] DISPENSARY,

Established A.D. 1841.

16th June, 1888. [illegible]

The Hongkong Telegraph

[illegible], THURSDAY, JULY 5, 1888.

TELEGRAMS.

(Reuter.)

FRENCH POLITICS.

LONDON, July 3rd.

The election of twenty of M. Ferry's party to serve on the Budget Committee is looked upon as a severe reverse to the Ministry.

LOCAL AND GENERAL.

MANILA [illegible] report another armed attack by a band of Mohammedans on two houses at Malibay and Ilaya respectively on the 9th ulto.

WE [illegible] the agents (Messrs. Russell & Co.) the "Union" Line steamer *Cambodia*, from Hongkong, left Singapore for this port on the 2nd inst., and may be expected to arrive on the 9th.

A squadron of Chinese war vessels, consisting of the gunboats *Huan-ti*, *Kai-chi*, *Cheng-ching*, *Nan-king*, *Nan-tien*, and *Pao mu*, under the command of Admiral Wu An Kang, arrived at Amoy from Shanghai on the 30th June.

At the Police Court to-day, both Magistrates sitting, Chan A-yau, a married woman, 40 years of age, and Ng A-yau, aged 40 and a coolie by profession, were sentenced to one year's imprisonment with hard labour for unlawfully kidnapping Chinese girls into the colony for purposes of prostitution.

SIGNOR [illegible] COSTA, one of the candidates for the post of deputy for the Holy City at the Lisbon elections, has published his political programme in the *Independente*. It comprises [illegible] in which Senhor Costa promises his utmost support in the Portuguese Parliament, if he succeeds in being elected.

WOODWARD'S Circus was very thinly attended last night, being probably to the uncertain state of the weather in the afternoon. The programme was, however, carried out without the slightest retrenchment, the Japanese Kitchie doing Miss Alice Moore's slack wire act to perfection. We understand Miss Moore will take part in the performance to-night.

WE learn that Brown, the head-turnkey in charge of the chain-gang at Kennedy Town at the time of the revolt, last month, has been reduced by the authorities. The recommendation for a remission of the sentence of the prisoner, Foulkes, has not been confirmed, although he rendered such courageous assistance at the time, probably saving the lives of both the European officer and the Sikh warder. In Singapore, when an outbreak occurred in the gaol some twelve or fourteen years ago, a European prisoner acted in much the same manner, and in his case the sentence he had just before received, one of imprisonment *for life*, was at once remitted. In view of that precedent it would surely be only due recognition of Foulkes' bravery to materially reduce his sentence and remove him from the chain-gang.

SAYS *Public Opinion*:—The two first numbers of General Boulanger's book, "*L'Invasion allemande*," are out, and have being distributed in Paris and indeed all over France. The writer, in the opening chapter, entitled "The Declaration of War," laments the egotism of the average Frenchman, who regards his nation as the first in the world, and points out that, whereas countless foreigners are well versed in modern languages, the Gaul has a systematic aversion for them, and knows little of what is passing in other lands. The General candidly proclaims that the relations between the Empire and England and Russia were not satisfactory at the outbreak of the war. The English were not sorry to increase their trade at the expense of France and Germany, and the writer thinks that the hope of one day exercising preponderant influence on the Mediterranean, was also lurking in the mind of John Bull. As for Russia, she, like Austria, could not forget her defeats. England and Italy were ungrateful; Russia and Austria sullen; France had not a friend; yet General Boulanger declares honestly that the war was popular with the great majority of his countrymen. All were free from the slightest apprehension as to the consequences, and a well-to-do farmer in the department of the Loire expressed the general opinion of the district and of France when he said "It must come!" It was the same in the frontier districts, and at Lyons as well as at Marseilles. A small minority represented by Thiers was for "peace at any price," but all their protests were drowned by the shouts of the majority "To Berlin!" The opposition journals criticise the book ironically, while *Figaro* declares that Boulangism will lead to a disastrous war for France, and terminate with the Commune.

THE petty Governors of the provincial districts in the Philippines are yearly chosen by ballot. While the central Government of the Islands is decidedly despotic, it is refreshing to see this sign of democracy in the provinces.

THE "Clan" line steamer *Clan Macintosh*, on arriving at Colombo on her passage from Liverpool to Calcutta, reports a most serious and fatal accident to her crew, arising from cargo gas, by which the chief officer, chief steward, and three native seamen or servants lost their lives. On the 16th May, while the vessel was passing through the south-west monsoon in the Indian Ocean, with her hatches and other openings well battened down to keep out the roughish sea, the chief steward had occasion to go down into the native store-room to serve out stores in company with a fireman, who was there to draw them. Immediately the steward got below he fell down, and the fireman thinking that something was wrong went away to get assistance, and then returned and went below himself. On the second officer and two native servants coming on the scene they found the two men unconscious, and on jumping down below were in turn overpowered by foul air, which put out their lamps. The chief officer now appeared and succeeded in getting down and passing a rope round the second officer's body, when he was pulled up, and ultimately recovered. The chief officer, Mr. Shortland, then made another dive below to recover the steward but before he had got the rope made fast was himself overpowered and fell down, never to come up again alive. The second mate describes the feeling of being overpowered by the gas as entirely painless, and the collapse as being too sudden for the victim to make any attempt at escape. No less than thirteen bodies were pulled up and laid on deck before the gas was dispersed by fires and ventilation. Eight of these unfortunates were recovered, with the greatest difficulty, to consciousness. There is no report as to the cause of the gas, further than it must have sprung from the native stores of sugar and rice in the lazarette. The cargo was bale goods and iron.

THE descendants of the foolish man who built his house upon the sand surely live in Hongkong. In a single hour's walk this morning west of the Clock Tower we counted half-a-dozen tenements the plans of which would never have passed the most incompetent Local Board in England, and certainly would never have been allowed to be executed in any other place but this. The existing buildings are "jerry" enough, goodness knows, but that there should to-day be high buildings in course of completion one single course thick is nothing less than criminal, and the charge extends alike to the committers and the permitters. We have surely had recent enough examples of the dangers of this almost brickless, entirely mortarless, type of building; every element proclaims their fragility. A high wind, not to speak of a typhoon, wreaks destruction from one end of Chinatown to the other; the slightest earthquake is attended by the most terrible consequences; a fire, besides its ordinary ravages, seems to absolutely frighten the extra-mural attachments such as verandahs into falling, as seen a few weeks ago in Queen's Road West, when Mr. Dipple was hurt; whilst rain, the next greatest terror of jerry-builders, fetches them even more unexpectedly down, more than one instance occurring only last week, during the floods. The general unstability of native-built edifices seems to point to the very urgent necessity of more minute inspection before passing plans, and very much more supervision over their carrying-out. The number of death-traps to-day is no trifling affair; it is daily being increased; contractors are erecting brick bubbles in all parts of the town, and the result will be seen when any circumstances which are unfavorable occur. The Chinese, of course, are satisfied; all they want is a roof of any sort over them, but is it not monstrous that they should be allowed to inhabit these cheap, egg-shell erections, or burrow under hills, heedless of the countless lessons they have already had?

THE *Sentinel*, a London publication well known as the organ of the "Social Purity Movement," refers to Mr. A. G. Wood, chairman of the Shanghai Municipal Council and senior partner of Messrs. Gibb, Livingston & Co., as "this person Wood," and further remarks that "the time is surely coming when even Mr. A. G. Wood will have to bow before the onward sweep of the Legions of Purity." What has Mr. Wood done to call down on his devoted head the thunder and lightning anathemas of the *Sentinel*? Well, so far as we can see, his offence consists of his having, in his capacity of chairman of the Municipal Council, signed a letter addressed to the Rev. Luther H. Gulick, in which the Council, in reply to petitions from certain ladies residing in Shanghai, declined re-opening the discussion on the so-called "Social Evil" question, as they could see no probability of any practical results being arrived at. The ladies of Shanghai wanted the Municipal Council to limit what is known as the "age of consent" to sixteen years, and to abolish the surgical examination of public women; the latter on the grounds that it is degrading even to degraded women and has a powerful tendency to encourage vice among men. The Council could not see their way to accede to the request to re-open an unsavoury business, and hinted that the female "social purity" reformers of Shanghai might find some more profitable employment than their impracticable crusade against what had already been decided to be a necessary evil. We think that Mr. A. G. Wood will manage to survive both the attacks of the *Sentinel* and the disfavour of the Shanghai Ladies Association. It possibly may be that the time has arrived when the degrading medical examination of public women can be safely dispensed with; but as scientific opinion in Hongkong and China points in quite the contrary direction, it is difficult to see how the Shanghai Municipal Council can be justly censured for refusing to be bounced for purely sentimental reasons by the shrieking sisterhood of social reformers.

WE are requested to state that the performance on Saturday of the Wash Norton Troupe will positively be the last as the Company leaves per steamship *Bellona* for Singapore on Sunday morning. The Peak Tramway Company have kindly consented to run a special car, leaving the Peak at 8.30 and returning at 11.15 p.m.

BY kind permission of Major W. T. Ellis, and the officers of the 2nd Northamptonshire Regiment, the Regimental Band will play at the Officers' Mess, Murray Barracks, to-morrow evening, commencing at 8 o'clock. The following will be the programme:—

March	"Killaloe (From Esmeralda Burlesque)"	Martelli.
Overture	"Maritana"	Wallace.
Valse	"Silver Moonlight"	Smith.
Galop	"Vivat"	Zikoff.
Selection	"Robert le Diable"	Meyerbeer.
Selection	"Lurline"	Wallace.

JOHN MORAN, Bandmaster.

LAM CHA WOO, aged 42, a trader, was this morning charged before Mr. Wodehouse with administering drugs to a boy aged ten years with intent to decoy him away from the Colony on the 4th inst. The charge was made by Dr. G. P. Jordan, Health officer. Pc C. Nevin said that at 3.40 p.m. on the 4th inst he went on board the British steamer *Agamemnon*, about to sail for Singapore. The chief officer then handed the prisoner to witness and charged him with the above offence—the boy was then in the Civil Hospital. Witness applied for a remand which was granted until Monday the 9th inst., Dr. Jordan to be subpœnaed.

SUPREME COURT.

IN BANKRUPTCY.

(Before the Hon. J. Russell, Acting Chief Justice).

Re J. W. CROKER.

Mr. Johnson applied on behalf of J. W. Croker, trading as J. W. Croker & Co., engineers, for his adjudication as a bankrupt. The petition had been filed on Monday, and the schedule was put in yesterday (The schedule shows that the total liabilities amount to just under $15,000, of which about $23,500 are unsecured. The assets are estimated at $29,415). A meeting of the creditors had been held on Saturday, and certain proposals made, to which the creditors present agreed. In the absence of several creditors, however, they could not receive unanimous assent.

Mr. Ewens, who represented a creditor, asked if there would be any objection to a contract which the petitioner had entered into with the Chinese Customs being completed by him. It was desirable that the work should not be stopped by the official assignee on taking possession, and the creditors desired to carry it on, finding the necessary money themselves.

Mr. Wilson, on behalf of three creditors to the amount of $14,000, agreed to the arrangement.

Mr. Webber on behalf of creditors preferred the official assignee remaining in possession.

His Lordship, after reading the section, expressed his opinion that the official assignee was bound to take possession and keep possession.

Mr. Ewens pointed out that if the work was finished it would be to the benefit of the creditors.

His Lordship agreed that if it was shown that any proceeding was for the benefit of the general body of creditors the Court could sanction such proceeding, but in that case he thought the only course open was to simply adjudicate the petitioner a bankrupt. It would then rest with the official assignee to make any representations on the matter to the Court.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon, nearly all the members being present.

THE CHOLERA.

The following letter from H. E. the Governor to the Board, upon which the discussion at the last meeting arose, was publicly read for the first time.

"The number of sudden deaths which are daily occurring, preceded by vomiting and purging, renders it certain that whatever may be its exact nature, we have prevalent among us a most dangerous disease of a choleraic character. Under these circumstances I am of opinion that other measures of prevention and precaution are required than have as yet been taken. The serious attention of the Board should, I think, be at once directed to the question of closing all contaminated wells, and to the passing of the necessary bye-law on the subject. Though the Chinese habit of drinking water only after it has been boiled no doubt produces comparative immunity from this source of danger, there must, I presume, be always some danger from water-poisoning, so long as plates, dishes, clothing, &c. are washed in unboiled water. I am advised that abundance of water in the Pokfulum Reservoir, together with the prospect of the Tytam Works being available within a few months, renders it safe to permit a continuous supply from the present mains, so that the inconvenience that would otherwise arise from the closing of wells may be largely obviated. Possibly it might be entirely prevented by the provision of additional pipes and hydrants.

As regards the free supply of medicines I am of opinion that this should be rendered more generally available. Many Chinese shopkeepers might, no doubt, be found who would distribute medicine to those requiring it; and I am disposed to think that the people would more readily resort to them for supplies than to the Police Stations. If I am rightly informed that the Chinese have a strong prejudice against liquid medicine for cholera, that provided should be as far as possible solid.

While it is unnecessary to point out that special measures should be taken to enforce cleanliness, I am of opinion that, in order to render them as little as possible unpalatable to the people, their object should be plainly stated in a public notice.

The opportunity might at the same time be taken for issuing some simple directions for precaution against cholera, and for its treatment in its initiatory stages. The pamphlet "Cholera, how to prevent and oppose it" which was published by the Sanitary Board in 1885, no doubt contains very valuable hints for the intelligent, but it appears to me too elaborate for the ignorant, and the directions are in some respects inapplicable to the case of the poor, besides requiring supplement to provide for the peculiar local conditions. I request the earnest attention of the Board to these points; and I have full confidence that the Members will, both collectively and individually, use their utmost exertions to devise and carry out all practicable measures for combating the epidemic.

Government House,

Hongkong, 26th June, 1888."

The Surveyor-General laid on the table the Standing Orders and Rules of the Board, as prepared by the Select Committee. The meetings are to be held on alternate Thursdays, with special meetings for emergencies. The discussion on the Orders was still proceeding when our report left.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

TREES AND HEALTH.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Will you allow me to join my protest with that of "Resident" in your paper of a few days back against the planting of any more trees in the neighbourhood of Headquarter House. I name that house as being one better able to define the locality indicated where the trees and undergrowth are so objectionably thick, and where a great deal of decaying vegetable matter must very soon accumulate. Surely there can be nothing so bad, or so *good*, for the creation of fevers as a vast mass of dead and damp vegetation. If nothing offensive comes from it alone, its presence must keep the ground all about there very damp and in prime condition for the developement of noxious effluvia. There are many parts of that ground stretching from the tramway line to the Powder Magazine, or even further east than that, which could be turned into a beautiful park or gardens at a very small cost; indeed the cutting down and sale of all the superabundant trees and saplings would repay the cost of all outlay. What is required in that locality, and indeed all over the lower slopes of the island, are not impenetrable jungles choked up with briars and undergrowth, but grassy slopes of land and such shady trees as the banyans and other giants which spread their branches afar in the neighbourhood of the Botanic Gardens. There can be nothing healthier than this kind of vegetation, and certainly nothing more pleasing to the eye. As for the foliage your correspondent complains of, it is decidedly too rank and the ground too much cumbered. I also doubt whether it can be healthy.

Yours faithfully,

ANOTHER RESIDENT.

Hongkong, July 5th, 1888.

CAPTAIN HAYES'S HORSE-BREAKING AND MANAGEMENT.

The visit to Hongkong of Captain Horace Hayes, the well known author of "Veterinary Notes for Horse-owners," "Riding on the Flat and Across Country," "Training and Horse-Management in India," "Soundness and Age of Horses," and other standard works of a similar character, has proved something of a revelation to local horsey men. Owners of the choice collection of one-eyed and three-legged cross-bred Arabs and other mongrel cast-offs from the French cavalry regiments in Tonquin, and of that much despised but thoroughly all-round useful animal, the North China pony, have always considered themselves *facile princeps* in everything appertaining to riding, training and the general management of other people's equine belongings. In a model colony like Hongkong, where everybody and everything has claims to be considered the acme of perfection, it was perhaps excusable in our local "sports" to imagine that anything they did not know in the management of horses and ponies was not worth knowing. Of course this is a very old story, and it is by no means confined to "the Malta and Gibraltar of the East." There is no occupation, enterprise, pastime, or whatever else you like to call it, in which human vanity—of a harmless kind it must be confessed—is so conspicuous as in the training and riding of horses. In the hunting field or on the race-course, in the stable or on the road, you invariably find the same thing; and it is the same with women as with men—the Tower of Babel of their ambition—this is quite an original phrase—is to be considered a horsey expert. No doubt it is a glorious thing to feel your blood coursing wildly through your veins as you follow the hounds in some open country, forgetting everything but the good horse under you and the speckled beauties tearing away a field ahead; and it is no marvel if hearts stand still amidst the shouts of assembled thousands when silken jackets flash past you closely locked together, and nobody knows what has won but the judge, as in the cases of The Marquis and Buckstone, and Marie Stuart and Doncaster in the St. Leger, and of Macaroni and Lord Clifden, Lord Lyon and the Bribery colt, Pretender and Pero Gomez, Cremorne and Pell Mell, Melton and Paradox, and Bend Or and Robert the Devil in the Derby. But all this natural enthusiasm, this half mad love of excitement, scarcely sufficiently explains how it is that the biggest duffer that ever shirked an easy fence or threw away a race by riding his horse's head off, will claim with the utmost assurance the nerve of Mr. J. M. Richardson across country and the unrivalled jockeyship of George Fordham on the flat; and how the man who hardly knows a horse's hocks from his fetlock joints will pretend to know more veterinary science than Youatt and to be better acquainted with horses than Whyte Melville. All this, as we have said, is perfectly harmless; but it was nevertheless a sort of epidemic in this colony which at times became trying to sensitive nerves, and it was left to Captain Hayes to show local "sports" that there was still something to learn in the manipulation and management of our horses. And it is sincerely to be hoped that the course of instruction which this master of his art has given to a small regiment of pupils will have permanent effects.

Captain Hayes bases his system of breaking on the practical truism that the horse must be made to understand that he has found his master. Although not altogether ignoring the *suaviter in modo*, the greatest of living authorities on the subject relies mainly on the *fortiter in re*. In this Captain Hayes differs from some eminent authorities we have known, amongst others the late Major G. J. Whyte-Melville, who, like our present visitor, united practical knowledge of horses with facility for literary work in a most remarkable degree. In his admirable "Riding Recollections," Whyte-Melville says that in our dealings with the brute creation it cannot be too much insisted on that mutual confidence is only to be established by mutual good-will; that the perceptions of the animal must be raised to their highest standard, and that there is no such enemy to intelligence as fear. He further remarks that the horse is of all domestic animals most susceptible to anything like discomfort or ill-usage, as its nervous system, sensitive and highly strung, is capable of daring effort under excitement, but collapses utterly in any new and strange situation, as if paralysed by apprehensions of the unknown. There is doubtless much truth in all this, but then it must not be forgotten that Whyte-Melville's references were intended to apply to horses that from the day they are foaled are carefully tended and educated, which is quite a different thing from Mongolian ponies that have been brought up in a semi-wild state and have never been broken at all. Still the great horseman just quoted admits that there are cases when the "cupboard love" system must be supplemented by severer measures, and in these cases he advocates the course which Captain Hayes has illustrated with such effect during the present week—the principle of judicious coercion, so employed that the horse obeys the man without knowing why. That is, in fact, the whole secret of horse breaking, but a knowledge of the principle is one thing and carrying it into effect is quite another, and it is in the successful practical working of the system that Captain Hayes has taught such a useful lesson to local owners.

The author of "Horse Training and Management" gave his first exhibition at the Racecourse the other evening, his subject being a dark-grey Arab horse, the property of a well known amateur "jock," that had the reputation of possessing nearly all the vices incidental to the equine species. He was difficult to get near in the stable, had a faculty for kicking at whoever approached him, could only be mounted by the aid of a number of subterfuges, and was all round a fair specimen of a sulky old rogue, of very little use to anybody. Captain Hayes commenced operations on this beauty by applying a twitch, a specialty of his own, which is at once the simplest and most effective thing of the kind we have ever seen. An ordinary rope head-stall was fitted, the twitch being merely a continuation of the rope passed over the horse's head and placed under the upper lip resting on the bars of the mouth. When tightened the effect of this simple contrivance was marvellous; at the first few tugs the horse struggled a bit, but he was held in a firm grasp and every time he went backwards received a fresh reminder with the word "steady" spoken sharply. In less than five minutes he stood quite quietly, and allowed himself to be handled without much difficulty. His fore-leg was then lifted and slung from the girths, and a variety of experiments successfully carried out. The application of the rope twitch was explained, how to tie the head and tail, and the method of throwing the horse and holding him down. Captain Hayes then gave a capital practical illustration of how horses ought to be mouthed, driving the horse on foot and teaching him how to turn his body with his head. The old Arab indulged in several lengthy bouts of kicking, but gradually came to recognise that resistance was useless, and at last moved along in capital form. He was afterwards mounted by his owner without difficulty, and ridden round in a circle, directed by the trainer's guiding reins, the equestrian, without the aid of the reins, keeping his seat well in spite of the animal's erratic gyrations caused by the skilful application of a driving whip. The crupper leading-rein, another very useful contrivance for teaching horses to jump in good form, was applied and its uses explained. The effect this rough handling had on the refractory quadruped had to be seen to be properly appreciated; of course, a single lesson will not eradicate vices of many years' standing, but here it was clearly shown how the most unruly brutes could be managed without any great difficulty and made to acquire many accomplishments which really constitute a horse's usefulness. The twitch, as applied by Captain Hayes, is the most effective instrument in quieting troublesome horses that we have ever seen or heard of, his crupper-rein plan of teaching the animal to jump will appeal to the commonsense of every practical horseman, and his system of lunging and "mouthing" is everything that has been claimed for it, and should be universally adopted with all raw China griffins before using them for racing purposes. The advantage of teaching a pony how to gallop in true form by correctly balancing every part of his frame, before allowing him to be ridden, is too manifest to require further elaboration.

The space at our disposal will not permit us to dwell at length on the vast amount of useful information given by Capt. Hayes to his class in the management of the horse in the stable and we can only hope that these valuable "tips"—to use a sporting phrase—will be practically utilised. How to get a bridle into a troublesome pony's mouth by the aid of a riding whip or walking stick, and the ingenious method of effectually fixing the improvised head-stall in the stable by manipulation of a bamboo, are of such actual value to owners of race-ponies that they should be constantly practised. However, we must make some reference to the splendid results which Captain Hayes achieved with the well known China pony Robin Gray, winner of the Jockey Cup in 1886 and of the Hack States at our last race meeting. This animal is one of the most powerful and best shaped ponies ever seen in this colony, and judging by his form in winning the Derby winner Marauder to a couple of lengths in the Scurry Stakes—beating Honesty and Meteor out of sight—in 2 min. 8½ secs., it is only reasonable to assume that he would have developed into a racer of the highest class had it not been for his accursed temper. Nobody could approach him with safety; he used his teeth with the utmost facility, and could kick all round the place with telling effect; even his mafoo was afraid of him, and Mr. Kennedy of the Horse Repository once told his owner that he hated to see the beast come into the place to be shod. When this last named operation had to be performed Robin Gray was put into the stocks by main force and slung up like a dead bullock. In five minutes Captain Hayes, by judicious use of his twitch, had got on good terms with this Mongolian terror, in another five he had his near fore-leg tied up and handled him all over; in five more his near hind-leg was lifted by aid of a cord, and the operation of hammering a shoe successfully performed; and under half an hour Robin Gray was so quiet that every member of the class could handle him, with perfect impunity. And that the lesson has not been forgotten we can testify to from personal knowledge. This example only tends to show what can be achieved with even the worst of China ponies by combined firmness and intelligence, and if owners do not avail themselves of what Captain Hayes has demonstrated to be within the reach of every man who cares to think and act, they will be the losers.

IMPROVEMENTS IN THE "MODEL COLONY."

Our two correspondents "Resident," and "Another Resident" who write to us on the subject of tree planting in the Colony, hit the mark fairly well in drawing attention to the great overgrowth of trees and shrubs along the line of the Kennedy Road. As they say, it not only shuts out the view of the harbour which was always considered one of the best features in the road, or one of the chief objects which took people up there, but it keeps out the breeze which at one time might always be found, even during the sultriest days, on the lower levels, and still offers little if any shade. The latter shortcoming may be owing to the trees being at present too young, and possibly not of that kind which throw out their horizontal branches sufficiently. Why the Government gardeners or the heads of the Forestry department should have planted the slopes of the island near Head-Quarter House so thickly with trees as they appear to have done, we know not, but at the present time the ground is much too thickly covered, and with short and tangled undergrowth quite as much as with trees. If not conducive to jungle fevers this same undergrowth would certainly appear to be highly objectionable, for it must develope in the course of a season or two an immense amount of decaying vegetable matter at our very doors. However, few things which are done by human hands are perfect either in this "model colony" or in any other, but it is possibly not yet too late to attempt to improve matters by thinning down the trees and uprooting the small shrubs and briars. This is a service which could be performed at little or no cost for by the police records we see everyday how anxious a certain class of the natives are to cut down trees and shrubs to be used as fire-wood.

To open up "vistas" along the line of the Kennedy Road where the trees grow too thickly, and to convert the present wilderness of briars and jungle into pleasing grassy slopes, such as may be observed in the Public Gardens, as suggested by our last correspondent, whose letter appears in another column, would be a service cheaply and readily carried out, and one which would vastly improve the appearance of that locality. By such a method we should have a beautiful park close handy and one also which might be traversed by the customary zigzag roads which tend so much to enhance the rural beauty of all such parks or domains. Whatever there may be in our correspondent's ideas about the developement of fevers and other diseases caused by jungle growth and decaying vegetable matter, such a desirable improvement would at any rate put the matter beyond doubt. The idea of planting trees along the borders of roads and streets only, but principally along the Kennedy and Bowen Roads, is highly commendable though it does not bear any features of novelty, and particularly here in Hongkong where the system appears to have been carried out with most remarkable skill by the early colonist, and with consequences in regard to scenery which have made some parts of the colony the most beautiful and picturesque in the British empire. As to carrying out the system on the Bowen Road, which is simply the upper face of the Tytam conduit, perhaps the planting of trees which would grow big and heavy on such a sharp slope, would be an unsafe proceeding, although on the Kennedy and other roads the thing might be done without any chances of risk. A London contemporary a few months ago, in discussing this subject says:—"The custom of tree planting along roads and streets is open to a danger fortunately not common but still serious enough to counteract, where it exists, the best effects of rural surroundings. It has happened repeatedly, that the roots of trees in their growth have sought out the crevices of drain pipes adjacent, and penetrating these, have grown with such vigour on the nourishment which they found there as completely to choke the pipes and prevent the exit of sewage. We make here, of course, no argument against the continuance of the Boulevard system, but certainly a caution, enjoining first the more perfect adaptation of drain segments, and secondly a kind of care not always observed in the relative arrangements of wayside shrubs and trees."

These remarks will well apply to the trees and drains along Queen's Road, but of course have nothing to do with the idea of transforming the young and tangled forest at the back of the military barracks into a well treed and well grassed slope traversed by winding walks for the sole benefit of pedestrians who choose to take advantage of the cool morning and evening breezes.

CHINESE CHARACTERISTICS.

SOCIAL TYPHOONS.

The word 'typhoon' (Chinese *ta fung*, 'great wind') is employed to designate a species of violent storms which are experienced along the the coasts of Tongking and of China, as well as on the south eastern coast of Japan. They differ from similar storms in other parts of the world, in their violence. There is a sudden depression of the barometer, which sometimes falls two or three inches in an hour. At the centre of the storm, the barometer may drop to 28 or even to 27. The destructive character of the typhoon is due to the enormous difference of atmospheric pressure between neighbouring places, and the consequent rapidity of the fluctuation. As the sea level is highest at the centre, a high wave is frequently found to accompany the typhoon, carrying ruin with it, and not infrequently stranding ships at a considerable distance from the sea. Those who have witnessed the destructive energy of one of these convulsions of the elements, can never lose the impression of the tremendous power of the forces which are so suddenly called into action. It sometimes happens, that when all the barometrical indications point to the probability of a typhoon, that some sudden and unanticipated change takes place in the direction of the forces, and the danger passes as quickly as it came. The natural history of the typhoon of the China coast, in its rise, development, destructive energy, and frequent dissipation, is analogous to a social phenomenon found among the Chinese people.

In a land filled with such a dense population as China, the details of the processes by which the population is kept in order, can never be unimportant nor uninteresting. A foreign resident of Syria accustomed to the furious collisions of the heterogeneous people in the lands governed by the unspeakable Turk, proposed to one whose life had been passed among the Chinese, the natural and judicious inquiry, "How it is possible that the countless millions of China should be kept from killing each other?" If the Chinese were not, as often pointed out, an inherently peaceable people, no code of laws, and no machinery of government would suffice to produce the degree of order which is now witnessed. In order to understand one of the principal proceedings by which the normal peaceful order of Chinese society is first interrupted and then restored, we must consider the natural history of a Chinese quarrel in its inception, its development, its culmination and its close. Among a population of such unexampled density, where families often of great size are crowded together in narrow quarters, it is impossible that occasions for quarrels should not be all pervasive. "Wash and wipe together—love and quarrel together," says the homely old English adage. The Chinese, who have so many things in common, find it comparatively easy to live up to the doctrine of this saying. "How many are there in your family?" you inquire of your neighbour. "Between ten and twenty mouths," he replies. "And do you have everything in common?" you ask. "Yes," is the most common reply. Here then are fifteen or twenty human beings, probably representing three, if not four generations, who live from the income of the same business or farm, an income which is all put into a common stock, and the wants of all the members of the family are to be met solely from this common property. Where is the society capable of withstanding the strain to which it must be subjected under conditions such as this? The grandparents, are perhaps superannuated, and complain of the coarse food as tasteless, and require something better. Filial obedience, or oftener the outward shell of it, prevents even the whisper of an objection, but there are inward murmurs that the old people are growing "gluttonous." The brothers each contribute their time and strength to the common fund, but the sisters-in-law, they are an element of the most capital importance, and very difficult it is to harmonise them. The elder sister-in-law enjoys tyrannising somewhat over the younger, and the younger ones are naturally jealous of the prerogatives of the elder. Each strives to make her husband feel that in this community of property, he is the one who is worsted.

The following lines are a translation of an ode, which is itself a witness to the character of the troubles here described:—

"The younger brother was shoved aside until he came to think
His elder brother's natural heart, the colour of India ink;
For when our neighbours hold a feast, quoth he, how comes it so
That we should always stay at home, and you should always go?
The silver which you value, and are gathering all the while
In course of years will aggregate a formidable pile;
And who's to care for who, I pray, when we at last divide?
Why we shall suffer all the loss, and thus he shoved aside!"

Without doubt, there must even in the best regulated families be many occasions for well grounded complaints, and mutual recriminations. The younger generation of children furnish a prolific source of domestic unpleasantness. Troubles of this nature are far from being uncommon in well ordered homes in Western lands—how much more in the complex and compact life of the Chinese. It is a generalisation of antiquity that 'the weaker goes to the wall'; but where as in China, the weak are extremely weak, and the strong extremely strong, it is necessary for the preservation of society, that when the stronger has actually pushed the weaker to the wall, the former should be prevented from crushing the latter to a pulp. The means by which the Chinese seek to accomplish this end, are two-fold, the Row and the Peace-talker. The term 'Row,' is adopted, not as an adequate, but as perhaps the least inadequate equivalent for the Chinese phrase *la ch'ao tzu*. The inherent idea in this expression, is that of clamour, disturbance, uproar. The instinct of the Anglo-Saxon who who has a grievance, is to get it redressed, and to punish, if he can, the person to whom the grievance is due. The instinct of the Oriental, and of the Chinese among the rest, is first of all to let the world at large know that he has a grievance. In Dickens' "American Notes," is a description of a journey taken more than forty years ago, across the Alleghany Mountains to the Ohio river. The unhappy passengers who should have been transferred to two canal boats, were, in the most unjustifiable manner, all crowded upon one boat. The travellers—who seem, like the Americans whom Mr. Herbert Spencer saw forty years later, to have been too indolent to claim their rights—made no other remonstrance, than the very negative one of grumbling. One tall figure, however, appeared upon the deck; striding back and forth, addressing his remarks to no one in particular but rather to the Universe at large. He cleft a path among the people on deck, and soliloquised as follows, "This may suit you, this may, but it don't suit me. This may be all very well with down-easters, and men of Boston raising, but it won't suit my figure nohow; and no two ways about that; and so I tell you. Now I'm from the brown forests of Mississippi, I am, and when the sun shines on me, it does shine a little. It don't glimmer where I live, the sun don't. No. I am a brown forester, I am. I ain't a Johnny Cake. There are no smooth skins where I live. We're rough men there. Rather. If down-easters and men of Boston raising like this, I am glad of it, But I'm none of that raising, nor of that breed. No. This company wants a little fixing, it does. I am the wrong sort of man for them, I am. They won't like me, they won't. This is piling of it up a little too mountainious, this is." "It's impossible," says Mr. Dickens, "for me to say what terrific meaning was hidden in the words of this brown forester, but I know that the other passengers looked on in a sort of admiring horror, and that presently the boat was put back to the wharf." This "brown forester" although hailing from Mississipi, was in temperament an Oriental. He had discovered, as all Orientals have done ages ago, that a grievance, like any other commodity, diminishes by being shared with others. It is on this principle, that a Chinese who has been wronged, will go upon the street and roar at the top of his voice. This performance, is called bawling a grievance (*han-yuan*), or hallooing the street (*han-chih*). A small boy sent out to gather manure, leaned his fork against a building and went inside. When he came out, his fork was gone, and he began to weep bitterly. "Have you hallooed?" he was asked, "Go and halloo." He accordingly posted himself upon the edge of the crowded fair ground, and screamed as loudly as he was able in the intervals of his sobbing, "Who has carried off my Manure Fork?" The practice of hallooing, is very seldom dissociated from another art, which the Chinese have carried to a degree of perfection, known only among Orientals—the art of reviling. The moment that a quarrel begins, abusive words of this sort are heard, poured forth in a filthy stream, to which nothing in the English language offers any parallel, and with a virulence and pertinacity suggestive of the fishwomen of Billingsgate. The merest contact is often sufficient to elicit a torrent of this invective, as a touch induces the electric spark, and it is in constant and almost universal use by all classes and both sexes, always and everywhere. It is a common complaint that women use even viler language than men, and that they continue it longer, justifying the aphorism, that what Chinese women have lost in the compression of their feet, seems to have been made up in the volubility of their tongues. Children just learning to talk, learn this abusive dialect from their parents and often employ it towards them, which is regarded as extremely amusing. The use of this language has become to the Chinese a kind of second nature. It is confined to no class of society. Literary graduates, and official of all ranks up to the very highest, when provoked, use it as freely as their coolies. It is even used by common people on the street, as a kind of bantering salutation, and as such is returned in kind.—*N. C. Daily News.*

(*To be continued.*)

EXPERIENCES IN SEEKING FOR THE JEWS AT K'AI-FENG FU.

In the middle of May I visited the City of Kai-fêng Fu, the capital of Honan province, where Jews are reputed to have been for hundreds of years. With two Chinese companions I reached the east suburb of the city in the evening, after the gates of the city were shut. By sunrise the next morning two of us were ready to enter the city, and in a few steps from the inn where we had spent the night we were upon it and were quietly entering, when stopped by the guard and forbidden entrance. I returned to the inn, and allowed the Manchu with me to go alone to investigate the matter of the present condition of the Jews.

His report is that he proceeded at once to the street—known—very well in the city—and not unusually in the region about as the T'iao-kin-kiao, or "the seer which plucks out the sinew." It was an east and west street, with a front or main street and a back or smaller terminus of it, at the west end of which, facing the east and the open street, were the remains of the synagogue. It is now an empty filthy lot, with a stone monument in the centre. He spent considerable time in deciphering the Chinese characters upon this little stone slab. There are of course rubbings of it and translations, which you can consult. He learned of a family named Chao, who were said to be of this sect, and introducing himself, made enquiries. The old lady and her son and daughter-in-law composed the family. The house was a little to the east of the synagogue grounds, and they probably were the ones, if any, who would be able to give information of the place. The woman, however, spoke of God as heaven. She appeared to know little if any thing of the doctrines professed by the sect. From this family he went by direction to another family named Kao. They were about a mile away on Lao Kwan street east, and near a temple called Tai Kung. The husband was a seller of artificial flowers, and away from home. The wife was communicative. An uncle had been a Rabbi.

He was told of two other families in another quarter of the city but did not visit them, fearing that longer delay would make me anxious. He heard nothing of any of the ten students who were taken by Protestants to Peking twenty years ago to be educated. As they stayed but a short time, and had not been heard of, I was anxious to find them.

Upon this Manchu's report to me I should have gladly entered the city to see the few scattered Israelites there, or at least have had one or more come out to meet me. The officials, however, were pushing the landlord to get rid of us, and to save further disturbance we left for Hankow, after only a partial investigation of the state of the Jews in Kai-fêng Fu.

Old people remember the finer synagogue, and speak of one wealthy member of it who did much towards keeping it up until he was ruined financially by an outbreak of the Yellow River.

It interests me intensely to find that at this eventful era in the Jewish world, at the close of eighteen centuries of Messiah's rule on earth, that this remnant of the tribe of Asher should so suddenly and effectually disintegrate. I hope yet to meet some of these scattered Israelites. I cannot now, however, plan for a return to Kai-fêng Fu at an early date. In coming away we tried another city gate, but I was again repulsed, and shown a notice that each of the five gates had my name and description, and were prepared to meet any adroit or forced attempt at entrance on my part. Under these circumstances I thought it best to take the matter patiently, remembering what the Chinese often meet in America, and what I should experience if I attempted to go undisguised into Mecca and other places guarded from outsiders. The Manchu was told that two of these people (the Jews) had gone away, it was believed to Shanghai.

Tsi-ning-cho.

Since writing to you at Kai-fêng Fu, I have spent a day with an old friend at a place thirty miles south-west of that city. My friend has a reputation for vaccinating safely, and certainly on the noon of my departure he had thirty-three babies brought to him for his skill at saving them from the dreaded small-pox to be tested. He introduces the vaccine matter by three slight cuts with a sharp knife on each arm. The Chinese doctor charges half-a-dollar for vaccinating children in this region. My friend makes no charge whatever, which ingratiates him with the poor people, but causes the professional vaccinators to complain. When I meet the blind, upon whom a life-time of suffering for themselves and friends has been entailed by the small-pox, I cannot but look with great favour upon all means tending to relieve the world of the scourge of blindness. I wish, however, that there were methods preventing small-pox unattended by any danger of vitiating or tainting the blood with poison. I live in hopes that such will be discovered before long.

The Grand Canal here is empty of water, and the immense numbers of boats formerly moored here or passing up and down are gone. A few empty craft in the mud are the sole reminders of this great change. The country about is not flooded or damaged with water as it has been at various times in the past. The crops look most promising of a fine harvest.

There is no Christian Chapel here now, although for some years street chapel preaching and book distributing was kept up by Mr. McIlvaine and Chinese assistants.

There are seven mosques in the south suburbs. A famous Buddhist temple outside the east gate is said to have about 100 recluses. There is no foreigner now at the telegraph office.

Hankow.

I took with me a Tsi-ning-cho man to aid me in talking to the people, as his colloquial was better understood through Honan than my more Northern pronunciation, or that of the Pekingese with me.

Kai-fêng Fu, Capital of Honan.

This city, one of my objective points upon leaving Peking five weeks ago, is at length reached. The road from Tsi-ming-chow has been the opposite of flood and inundation. The old Yellow River bed, given on the maps as leading to the Yellow Sea due east, has been dry and cultivated as farming land for long years. There were no houses or wells to be seen in this long narrow valley which the retired river has made; for it is probable that the people fear a return some time of the water. There were no little streams or lakes to refresh the eye on the way. The road is not one of great traffic, and a foreigner was a rare sight. People constantly enquired whether I was going to the break in the Yellow River, about forty miles west of Kai-fêng Fu. There is a relief station for those driven out of home by the ravages of the river, fifteen miles south of the city.

After writing the above, about daylight, I started to enter the city, but at the gate was refused admittance. The man who forbade entrance said that he had such injunctions from the Governor, and not even a Corean was allowed to pass inside of the walls. I asked him how long such a rule had been in existence and enforced, when he replied that for the twenty years that he had been at the gate it had been so. A proclamation at the gate issued within a month had in it reference to lawless men and the like, a sentence about not admitting men from a distance, which could be construed as forbidding me. I must look to a higher power than that of man for direction as to what course now to pursue. I must exercise unusual patience, so as not in the least to cause men to dislike the name of Jesus Christ because of my connection with it. I am stopping at an inn just outside of the east gate of the city, but the people request me to go on my journey.

Chu Hien Tein,
45 *li* south of Kai-fêng Fu.

The town has given me much interest as being the place where the relief work for the refugees from the river flood is carried on. I spent a day and two nights here, and saw much of the way in which the homeless people were housed and fed. They were allowed to live together as families, in four encampments made of little mud and stalk huts. Twice a day rations of hot millet porridge are served out, after the fashion of the winter relief of the poor in North China. The numbers were very great, but as I did not obtain the same answer from any two persons I will not venture to state the figures. The place is the northern terminus of a canal, and has apparently a large trade, as the coal and many other things used in Kai-fêng Fu are landed here.

I had interesting interviews with the Ah-hungs of two of the three mosques, it happening to be the first day of their fast of a month. I was also in the two bath-houses of the town, one kept by the five priests of a Buddhist Temple to which it belongs, and the other by Mohammedan proprietors. The waters of the Yellow River pass along within a mile of the west wall of the town, in a great engulphing flood. The canal has an unusual amount of water, through the connection which the new Yellow River has made with it in various places.

Evening.—I have passed a day in footing it south of the town where I wrote in the morn. Much of the way was on the eastern embankment which has been thrown up along the river, and which hundreds of workmen were still fortifying in many places. The sights and stories of the devastating flood beggars all power of description. A great ten-mile-wide sea of destruction did its awful work during the days and nights of the middle of the eighth month of last year (Mohammedan). It has been my practice to seek out the mosques of most of the towns through which I pass.

At Tsi-ning-cho some years ago a pork butcher named Kao became interested in Moslem doctrines, and his family and wife disowned him for the disgrace of affiliating with the hated "hui-hui" sect. My informant thinks that he is now at Nanking, fulfilling some office in the Moslem church. This a very unusual case, as I am almost always told by those who know anything of the matter that only a very few ever enter the Moslem ranks from outside faiths, and they are either the poor orphan children who have been taken into Mohammedan families, or those who wish to become connected with Moslem families by marriage.

One of my travelling companions has been acquainted with Islam for a long while, and as he is a very religious man, has been urged to join. He can repeat the Arabic creed used by Moslem almost as perpetually as *omi-to-fuh* by the Buddhists. I am told by him that Jesus Christ's return to earth will occur in Arabia.

The numbers of those who are now neglecting to have their children circumcised are said to be increasing.

The testimony of the Mohammedans as to the unity of God and other attributes I try often to draw out from their Buddhist neighbours, but rarely learn more than that they worship towards the west, or that they have nothing but the Emperor's tablet to pay obeisance to.

At Cho Kai K'ow, a great city in Honan province, I visited four mosques. At one I learned that the Wang of the sect, known as "Kwan Ch'uan," has had the Gospels printed in Arabic. Three mosques have united in opening a preaching place called Ming-shen-t'ang. An Ah-hung named Li is in charge. He seems very much in earnest, and a very capable man. I would go a great way to meet a man like that. May God make him very useful, and, if it is right, let me have more of this man's companionship.—"J. Crossett" in *Chinese Times.*

NATURAL GAS FOR LOCOMOTIVES.

INTERESTING EXPERIMENTS WITH THE VIEW OF DISPENSING WITH COAL.

Perhaps the most daring improvements now being attempted is the utilizing of natural gas as fuel for engines and to furnish light and heat for cars. Several Master Mechanics in the country hold that this product can be confined and used at will, and the Master Mechanic of the Fort Wayne, Cincinnati and Louisville Road has demonstrated his belief so plainly that the officials of that line have placed at his command all the money, men and material necessary to a thorough test. The route of that road is through the heart of the immense gas regions of Indiana, many of the wells being of great pressure and flowing from 3,000,000 to 12,000,000 cubic feet every twenty-four hours. Several weeks ago the Master Mechanic and Superintendent had constructed a wrought-iron cylinder eighteen feet long and two feet in diameter, with heavy ends screwed in. The cylinder was subjected to the most critical and scientific tests and was provided with gauges to register the pressure. It was placed on a car and transported to Montpelier, Ind., where there are located two strong gas wells. The cylinder was attached to one of them, which had a rock pressure of 450 pounds to the square inch. When the gas was turned on the gauge showed that it was full in less than one minute.

The tank was then loaded on the cars and taken to the shops at Fort Wayne. Here it was attached to the usual natural gas burning apparatus with a "regulator" that controlled the enormous pressure of the gas so that it flowed out in a steady, regular current of one and one-half ounces to the square inch, the pressure at which natural gas is burned. The gauge showed that the gas had lost but little of its pressure, and it supplied light in the burners in the shops for several hours, besides heating one large stove and one forge.

So much of a success was the first test that others have been made with larger cylinders, and the gas transported each time a distance of thirty-eight miles. The officials and experts are so well satisfied with the experiment that orders have been issued to equip the road engines with tanks, and the workmen in the shops are now making the necessary changes. Large steel tanks or cylinders somewhat after the pattern of the Standard Oil Company's cars are being made, and these will be attached to the tender in the rear of the engine. They will have a capacity equal to as many thousand cubic feet of gas as will represent enough of coal to make a trip over the road, which is about one hundred and ten miles in length. The attachment to the fire-box of the engine and stoves in the cars will be by means of a pipe leading from the tank, and will be regulated by a handscrew.

The cost is exceedingly small, as an engine can be supplied for about twenty cents a day.—*Kansas City Times.*

SHAKESPEARE AND BACON.

No author probably ever set greater store than Bacon upon the produce of his brain, or was at more pains to see that it was neither mang'ed nor misrepresented by careless printing or editing. Neither is there the slightest reason to believe that he did not take good care—nay, on the contrary, that he was not of especial pains to insure—that the world should be informed of everything he had written which he deemed worthy to be preserved. Two years before Bacon made his will, the first or 16-3 folio of Shakespeare's plays was published, with the following title page: "Mr. William Shakespeare's Comedies, Histories and Tragedies. Published according to the True Original Copies, London; Printed by Isaac Jaggard and Ed. Blount. 1623." It was a portly volume of nearly one thousand pages, and must have taken many months, probably the best part of a year, to set up in types and get printed off. The printing of similar folios in those days was marked by anything but exemplary accuracy. But this volume abounds to such excess in typographical flaws of every kind that the only conclusion in regard to it which can be drawn is that the printing was not superintended by any one competent to discharge the duty of the printing-house "reader" of the present day, but was suffered to appear with "all the imperfections on its heads" which distinguish "proof-sheets" as they issue from the hands of careless or illiterate compositors. Most clearly, the proof-sheets had never been read by any man of literary skill, still less by any man capable of rectifying a blundered text. In this respect the book offers a marked contrast to the text of Bacon's works, printed in his own time, which were revised and re-revised until they were brought up to a finished perfection.—*Blackwood's Magazine.*

AN Important Discovery is announced in the *Paris Figaro*, of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self addressed stamped envelope.

To-day's Advertisements.

WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.

EVERYONE DELIGHTED WITH OUR GENUINE PERFORMANCES.

THUNDERS OF APPLAUSE GREET EACH ACT.

SPECIAL NOTICE.

REDUCTION OF PRICES,
REDUCTION OF PRICES.

Boxes Six Chairs	$12.00
Single Box Chairs	2.00
Dress Circle Chairs	1.50
Stalls (Carpeted Seats)	50
Pit	25

No Half-price to Pit; no Europeans will be admitted to the Pit,
NAVAL AND MILITARY EXCEPTED.

Seats may be secured at Messrs. KELLY & WALSH'S, LD.

SATURDAY AFTERNOON, the 7th July, Special Afternoon Performance for Schools and Families residing at a distance, when special prices will be charged for Children, namely:—

Chairs	50 Cents.
Stalls	30 "
Pit	20 "

Servants in care of Children to 1st Class 50 Cents.

Adults will be charged the Evening prices.

ROBT. LOVE,
General Agent.

Hongkong, 5th July, 1888. [665

"NOTHING SUCCEEDS LIKE SUCCESS."

THEATRE ROYAL,
CITY HALL, HONGKONG.

SATURDAY NIGHT,
the 7th July, 1888.

WASH NORTON'S FAMOUS
"WORLD OF WONDERS."

Our efforts acknowledged by CROWDED, FASHIONABLE, AND DELIGHTED AUDIENCES.

THE LAST GUN AND BIGGEST BOOM.
POSITIVELY FAREWELL PERFORMANCE AND COMPLIMENTARY
BENEFIT
TENDERED TO
Mr. and Mrs. WASH NORTON.

A MONSTER PROGRAMME OF NOVELTIES.

EVERYTHING NEW;
NOTHING REPEATED.
First Time of
Mr. and Mrs. WASH NORTON
in their screaming farce entitled
"A PECULIAR FIX."

Timothy.....Mr. WASH NORTON.
Catherine.....Mrs. WASH NORTON.

First Time of
THE HARVEY BROTHERS'
Ludicrous Production
"THE TROUBADOUR"
OR
"THE CUT UP TENOR."

First Time of
Mr. and Mrs. WASH NORTON
in their spiritual seances entitled
"15 MINUTES WITH THE GHOSTS."
The Ancient Pillory and Stocks and "Katie King" mystery.
Do the dead return, or is it deception?

First Time of
ACHMED ALI BEY,
in his original and unequalled Japanese illusion entitled
"THE HUMAN SERPENT."

Note.—Achmed Ali Bey will on this, his farewell night in Hongkong, EXPOSE HIS "BLACK CABINET" illusion.

MISS HAIDA
in new dancing specialities.

First Time of
MEDICINE VERSUS MAGNETISM.

PRICES AS USUAL.

Plan of Theatre at Messrs. KELLY & WALSH'S, LIMITED.

Notice.—The picture painted by Mr. ALBERT LINTON will again be given away. Every person on entering the Theatre will receive a number, and the holder of the lucky number drawn will receive the picture.

THE PEAK TRAMWAY
WILL RUN SPECIAL CARS, leaving the Peak at 8.30 and returning at 11.15 P.M.

WASH NORTON,
Manager.

Hongkong, 3rd July, 1888. [664

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"KHEDIVE"
will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN,
Superintendent.

Hongkong, 5th July, 1888. [3

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship
"MALWA"
will leave for the above places on TUESDAY, the 17th July, at DAYLIGHT.

E. L. WOODIN,
Superintendent.

Hongkong, 5th July, 1888. [3

To-day's Advertisements.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON;
ALSO,
MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PEKIN," Captain P. Harris, with Her Majesty's Mails, will be despatched from this for LONDON direct, VIA SUEZ CANAL and usual Ports of call on SATURDAY, the 14th July, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 5th July, 1888 [1

Intimations.

GOVERNMENT NOTIFICATION.

WANTED a 2ND BOARDING OFFICER for the HARBOUR DEPARTMENT. Salary $1,380 per Annum and Quarters. Knowledge of Seamanship required.

Applications, with testimonials, to be sent to the Harbour Master before TUESDAY, the 10th instant, at NOON.

FREDERICK STEWART,
Colonial Secretary.

Hongkong, 3rd July, 1888. [674

NOTICE.

NOTICE is hereby given that from this date Vessels proceeding to Japan from or via Hongkong or Amoy will be subject to medical inspection at Nagasaki, Kobe, and Yokohama.

TEISKE MINAMI,
H. I. Japanese M.'s Consul.

Hongkong, 4th July, 1888. [677

IMPAIRED VISION.

MR. LAWRENCE, of the Firm of LAWRENCE and MAYO, OPTHALMIC OPTICIANS, of London, Calcutta, and Bombay, may be expected in Hongkong shortly.

Due notice of Mr. LAWRENCE'S arrival will be given.

Singapore, 6th June, 1888. [600

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

WEEK DAYS.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—

8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. " half hour.
4 to 8 " " quarter of an hour.

SUNDAYS.

½ past 12 to ½ past one every quarter of an hour, and from 4 to 8 P.M. every quarter of an hour.

Single Tickets may be obtained in the Cars.

Gentlemen are requested NOT TO SMOKE in the Middle Compartment.

Tickets for 30 trips up and 30 trips down, First-class, at $12.00; and Tickets for six trips up and six trips down, at $2.50; Five-Cent Coupons and Reduced Tickets may be obtained at the Office of the GENERAL MANAGERS.

Hongkong, 14th June, 1888. [539

PENINSULAR AND ORIENTAL STEAMSHIP COMPANY.

NEW AND ACCELERATED DIRECT SERVICE TO LONDON VIA MARSEILLES FROM JAPAN AND CHINA.

ON the 19th May at NOON, and fortnightly thereafter, until further notice, the Company will maintain a DIRECT SERVICE between Hongkong and London *via* Marseilles.

This improved service will *abolish all Transhipments*, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of Cargo, and for Passenger accommodation and cuisine.

The attention of Passengers is specially called to the greatly improved *second-saloon* accommodation and attendance.

E. L. WOODIN,
Superintendent.

Hongkong, 8th May, 1888. [488

NOTICE.

THE "PEIHO TUG AND LIGHTER COMPANY" are now prepared to Lighten Ships and Steamers at the "TAKU BAR." Five Mex: Cents per picul will be charged for dead weight, measurement Cargo in proportion.

The Undersigned will also contract for the towage of sailing vessels, from Sea to Tientsin, thence to Sea, and all work will be done under his personal supervision.

JAMES WATTS,
Manager,
"P. T. & L. Co."

Taku, May 28th, 1888. [538

Intimations.

THE "FOUR CROWNS" RESTAURANT AND READING ROOM,
No. 14, COCHRANE STREET.

MEALS at all hours at moderate charges. Coffee, Tea, Cocoa, and Aerated Waters. Musical Entertainment.

ADOLF STERN,
Proprietor.

Hongkong, 19th June, 1888. [619

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.

By Order,

ISAAC HUGHES,
Secretary.

Hongkong, 20th April, 1888. [428

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.

ISAAC HUGHES,
Secretary.

Hongkong, 7th November, 1887. [23

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
ARNHOLD KARBERG & Co.
CARVAS.

Hongkong, 15th June, 1888. [603

FOR SALE AT MACAO.
ON MODERATE TERMS.

AN extensive property on the business side of the town, consisting of TEN STRONGLY BUILT GODOWNS, with Rooms above suitable for Offices or Dwelling Houses; Six small Dwelling Houses, attached to a Chinese Hong; and a piece of spare ground suitable for building purposes.

There are two separate entrances to the property, one opening on the Harbour close to the Steamboat Co.'s Wharf.

For full particulars, apply to "THE HONGKONG TELEGRAPH" OFFICE.

Hongkong, 3rd April, 1888. [366

FOR SALE CHEAP.

ABOUT TEN TONS OF ASPHALTE.

Apply to
A. A. DE MELLO & Co.,
Macao.

Macao, 3rd April, 1888. [367

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.

L. MALLORY,
Proprietor.

Hongkong, 24th June, 1881. [636

FOR SALE.
AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, CLARETS. CHAMPAGNE HOCKS, BURGUNDY. BRANDY, WHISKIES, ALE, STOUT. MACHINERY, COOKING STOVES. SCALES, BICYCLES and TRICYCLES. PAINTS, OILS, VARNISH. PIANOS, SINGER'S SEWING MACHINES. SODA WATER MACHINERY, Gas Engines. VELOCIPEDE HORSES. EMPIRE LUBRICATORS. ICE MAKING MACHINES. BICYCLE WHEELS for JINRICKSHAWS.

Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong 22nd May 1888 [11

EMPIRE BREWERY,
SHANGHAI.

"EMPIRE" LIGHT PALE ALE } IN
EMPIRE EXTRA STOUT ..... } BOTTLES.

THESE delicious and invigorating Products are better adapted in every respect to the requirements of this Climate than European Brands of ALE and STOUT, and are sold by the Undersigned 20 % Cheaper.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 26th June, 1888. [646

To be Let.

TO LET.

ROOMS in "COLLEGE CHAMBERS."

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 2nd May, 1888. [12

TO BE LET.
FURNISHED OR UNFURNISHED,
A FOUR ROOMED HOUSE
OR
A SIX ROOMED HOUSE,
IN RICHMOND TERRACE.

BOTH HOUSES have convenient out offices and good servants' quarters.

The Terrace has for some months past been one of the healthiest places of residence in the Colony. The houses are comfortable and cool in summer.

Apply to
Mr. JOHN WILLMOTT,
Hongkong Dispensary.

Hongkong, 2nd July, 1888. [13

MACAO.
TO BE LET UNFURNISHED OR PARTLY FURNISHED.

A BUNGALOW, opposite the Public Gardens, at the western end of the Praya Grande. Excellent water supply, and Servants quarters attached. Rent very moderate.

Apply to
A. A. DE MELLO & Co.,
Macao.

Macao, 3rd April, 1888. [368

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—161 per cent. premium, sellers.

Union Insurance Society of Canton—$87½ per share, sellers.

[illegible] Insurance Company—$72 per share, sellers.

[illegible] Tls. 285 per share, buyers.

[illegible] Company, Limited—$75 per share, buyers.

[illegible] Association—Tls. 100 per share, sellers.

[illegible] Company—$185 per share, buyers.

[illegible] Insurance Company, Limited—Tls. 150 per share.

Lombardy Fire Insurance Company—$340 per share, sellers.

China Fire Insurance Company—$76½ per share, sellers.

[illegible] Hongkong Dock Company, 36 per share, sellers.

[illegible] Steamboat Co., $22 per share, sellers.

[illegible] Ship Company—62½ per share, buyers.

[illegible] Company—$135 per share.

[illegible] Company—$175 per share, sellers.

[illegible] Navigation Company, 12 per cent. dis., sellers.

[illegible] Company—$55 per share, sellers.

[illegible] Company, Limited—$190 per share, sellers.

[illegible] Company, Limited—$60 per share, sellers.

[illegible] Company—$80 per share, buyers.

[illegible] China Bakery Company, Limited, [illegible] per share.

Hongkong Dairy Farm Co., Limited—$12 per share, sales.

A. S. Watson & Co., Limited—90 per cent. premium, ex. div., buyers.

[illegible] Loan of 1884 A—2 per cent. premium.

[illegible] Loan of 1884 B—8 per cent. premium.

[illegible] Loan of 1884 C—10 per cent. premium.

China [illegible] Loan of 1886 E—12 per cent. premium.

[illegible] Manufacturing Company, [illegible] per share, buyers.

[illegible] Mining and Smelting Company—$20 [illegible]

[illegible] Samantan Mining Co. [illegible] per share, buyers.

Kowloon Wharf and Godown Company, 67 per cent. premium, sellers.

Tonquin Coal Mining Co.—50 per cent. premium, sellers.

The Hongkong High-Level Tramway Co., [illegible] 210 per cent. premium, buyers.

[illegible]

[illegible]	3/0
[illegible]	3/0½
[illegible] sight	3/0½
[illegible] sight	3/0½
[illegible] 4 months' sight	3/0½
[illegible] 4 months'	3/0½
[illegible]	3.80
[illegible] sight	3.88
[illegible]	225½
[illegible]	226
[illegible]	72½
[illegible]	73

[illegible] EXCHANGE.—THIS DAY.

[illegible]	$520/70
[illegible] 64).	
[illegible]	$580
[illegible] Taels 64).	
[illegible] (choice) per chest	$465
[illegible] per chest	$467½
[illegible] (common) per chest	$476½
[illegible] (fine) per chest	$462½
[illegible] (fine choice) per chest	$458½
[illegible] (common) per chest	$467½
[illegible] (fine quality) per picul	$640
[illegible] per picul	$600
[illegible] (fine quality) per picul	$565 to $570

HONGKONG TEMPERATURE.

[illegible] & Co's Registrar).

To-day.	
[illegible]	83
[illegible]	83
[illegible]	84
[illegible]	86
[illegible]	84
[illegible]	80
[illegible]	81
[illegible]	81
[illegible]	85
[illegible]	84

CHINA COAST METEOROLOGICAL REGISTER.

4th July, 1888.—At 4 p.m.

STATION.	Barometer at 32° Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladiwostock	29.83	52	...	NE	3	c	...
Tokio	29.69	...	...	E	4	...	...
Nagasaki	29.61	...	...	E	7	...	2.83
Shanghai	29.70	74	93	W	2	c	...
Amoy	29.74	67	76	S	5	c	...
Hongkong	29.70	85	75	E	1	c	...
Haiphong	29.80	90	70	ESE	2	c	...
Hoihow	29.81	89	69	SW	3	b	...
Manila	29.79	87	67	WSW.	3	c	...

5th July, 1888.—At 10 a.m.

STATION.	Barometer at 32° Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.91	51	78	SE	3	f	...
Tokio	29.60	...	...	...	0	...	...
Nagasaki	29.77	...	...	SW	1	...	...
Shanghai	...	...	...	...	...	...	...
Amoy	29.81	84	81	E	4	c	...
Hongkong	29.75	85	72	E	1	c	0.21
Haiphong	...	...	...	...	...	...	...
Hoihow	29.87	89	69	E	2	c	...
Manila	...	...	...	...	...	...	...

The barometer has risen. A storm raged yesterday near southern Corea. Cloudy, warm and rather dry weather prevails. Telegraphic communication continues interrupted.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, p Passing showers, r Squally, s Rain, t Snow, th Thunder, v Visibility, w Dew, wet). 7—Rain in inches, tenths and hundredths.

W. DOSSECK.

Hongkong Observatory, 5th July, 1888.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Khedive*, with the next English mail, left Singapore at 6 a.m., on the 2nd instant, and is due here on the 7th.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Sydney* with mails, &c. from San Francisco to the 12th ultimo, left Yokohama on the 3rd instant, and is due here on or about the 9th.

THE INDIAN MAIL.

The Indo-China S. N. Co.'s steamer *Wingsang*, from Calcutta, left Singapore on the 2nd instant, and is expected here on the 8th.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Anchises*, from London, left Singapore on the 3rd instant, and is expected here on the 9th.

The 'Union' line steamer *Cambodia*, from Hamburg, left Singapore on the 2nd instant, and may be expected to arrive here on the 9th.

The P. & O. S. N. Co.'s steamer *Khiva*, from Bombay, left Singapore on the 4th instant, at 7.30 a.m., and is expected here on the 10th.

The 'Shire' line steamer *Carmarthenshire*, from London, left Singapore on the 4th instant, and is due here on the 10th.

Shipping.

ARRIVALS.

TRIUMPH, German steamer, 674, P. Moos, 5th July,—Newchwang 27th June, Beans.—Wieler & Co.

FUSHUN, Chinese steamer, 1,600, Croad, 5th July,—Whampoa 5th July, General.—C. M. S. N. Co.

SOOCHOW, British steamer, 999, Hughes, 5th July,—Swatow 4th July, General.—Butterfield & Swire.

HAILOONG, British steamer, 783, J. S. Roach, 5th July,—Tamsui 30th June, Amoy 3rd, and Swatow 4th, General.—D. Lapraik & Co.

ACTIV, Danish steamer, 355, Revsbeck, 5th July,—Pakhoi and July, and Hoihow 4th, General.—Arnhold, Karberg & Co.

CLEARANCES AT THE HARBOUR OFFICE

Kwongsang, British steamer, for Swatow.
Fushun, Chinese steamer, for Shanghai.
Don Juan, Spanish steamer, for Amoy.
Mogul, British steamer, for Shanghai.
Maxine, German steamer, for Hoihow.
Cheang Hock Kian, British str., for Swatow, &c.
Dracheufels, German steamer, for Saigon.
Activ, Danish steamer, for Hoihow.
Anjer Head, British steamer, for Batavia.
Benlarig, British steamer, for Kobe.

DEPARTURES.

July 4, *Lord of the Isles*, British steamer, for Shanghai.
July 4, *Ningpo*, British steamer, for Shanghai.
July 4, *Miike Maru*, Japanese str., for Kutchinotzu.
July 4, *Iraouaddy*, French str., for Shanghai.
July 5, *Sachsen*, German str., for Singapore, &c.
July 5, *Anton*, German steamer, for Hoihow.
July 5, *Benalder*, British steamer, for Saigon.
July 5, *Palamed*, British steamer, for Singapore.
July 5, *Omega*, British bark, for Menado (Celebes).
July 5, *Yangtse*, French steamer, for Saigon, &c.
July 5, *Norden*, Norwegian steamer, for Nagasaki.
July 5, *Kwongsang*, British str., for Swatow, &c.
July 5, *Diamond*, British steamer, for Amoy.
July 5, *Mogul*, British steamer, for Shanghai.
July 5, *Benlarig*, British str., for Kobe, &c.
July 5, *Don Juan*, Spanish str., for Amoy, &c.

PASSENGERS—ARRIVED.

Per *Activ*, str., from Pakhoi, &c.—28 Chinese.
Per *Hailoong*, str., from Tamsui, &c.—Captain H. Brock, and 204 Chinese.
Per *Soochow*, str., from Swatow.—134 Chinese.

DEPARTED.

Per *Sachsen*, str., from Hongkong.—For Singapore.—Messrs. Chee Yan Kew, Chee Chong Hin, Chee Sing Kee, Wang Tung Sing, and Ses Tsung Lim. For Colombo.—Mr. N. E. Noordin. For Genoa.—Dr. and Mrs. Disse, Messrs. H. Seidel, Guillermo Branca, and G. Ferrige. For Southampton.—Mr. George Strickland. For Bremen.—Misses Ella and T. Elberg, Captain G. Tarée, Messrs. A. P. Jemer, Otto Ziegler, and Hans Schlaikier. From Shanghai.—For Genoa.—Mr. and Mrs. Fred. Rodewald, 4 children and nurse, and Mr. G. Sierich. From Yokohama.—For Southampton.—Messrs. Esdale and Vollhardt. For Hamburg.—Mr. Takeo Satomi. From Nagasaki.—For Southampton.—Consul F. Scott.

Per *Kwongsang*, str., for Swatow.—70 Chinese.

Per *Don Juan*, str., for Amoy.—50 Chinese.

Per *Yangtse*, str., from Hongkong.—For Saigon,—Mrs. Leung Yeo, Miss Ashup, Miss Abat, Messrs. Fong Yan Chow, Tong Wah, and 10 Chinese. For Singapore.—Hon. Seah Leang Seah, Lieut.-Colonel Stevens and servant, Messrs. Seah Eng Teck, Shea Yeo Lee, and L. Wood. For Madras.—Mr. J. Hassan. For Marseilles.—Captain, Mrs. and Miss Coulombeaud, Mr. and Mrs. F. H. England, child and governess, Mr. E. Stoll, and Mrs. Berger's governess.

Per *Iraouaddy*, str., from Hongkong.—For Shanghai.—Mr. and Mrs. G. Hext, Miss Francisca, Miss Verginier, Placé, Lee King Yam and servant, Fu Shing Fong, Chow Tong Sang, Chan Choo Nam, Leung Ho Tan, and 3 Chinese. From Marseilles.—Mr. and Mrs. Dimitri Ivanor, Messrs. Joseph Booth and Abily, Sœurs St. Estelle and St. Lacharie. From Saigon.—Mrs. R. Brannstein. From Hongkong.—For Yokohama.—Mr. and Mrs. Berger, Mr. and Mrs. Redgily, Messrs. J. Kealmann and T. Eisakichi. From Port Said.—Le Baron and La Baronne Ivacoura, infant and servant. From Singapore.—Mrs. Fleetwood, and Mr. Lawrence. From Marseilles.—For Kobe,—Messrs. Hamoaka and Condo. From Saigon,—7 officers and 60 sailors

TO DEPART.

Per *Fushun*, str., for Shanghai.—220 Chinese.

Per *Alwine*, str., for Hoihow.—100 Chinese.

Per *Cheang Hock Kian*, str., for Swatow.—260 Chinese.

Per *Dracheufels*, str., for Saigon.—12 Chinese.

Per *Activ*, str., for Hoihow.—40 Chinese.

EXPORTS

The British steamship *Soochow* reports that she left Swatow on the 4th instant. Had moderate south-west wind and clear weather with passing showers.

The Danish steamship *Activ* reports that she left Pakhoi on the 2nd instant, and Hoihow on the 4th. Had south-east wind and fine weather with smooth sea.

The British steamship *Hailoong* reports that she left Tamsui on the 30th ultimo, Amoy on the 3rd, and Swatow on the 4th. From Tamsui towards Amoy had light south-westerly wind and fine clear weather. From Amoy towards Swatow had light south-easterly wind and fine weather. From Swatow to port had light south-westerly wind and fine clear weather. In Tamsui, the steamship *Wayting*. In Amoy, the steamships *Whampoa* and *Namkiang*. In Swatow, the steamship *Wenchow*.

Post Office.

MAIL WILL CLOSE

For Swatow.—Per *Nanshan*, to-morrow, the 6th instant, at 11.30 A.M.

For Shanghai.—Per *Mogul*, to-morrow, the 6th instant, at 3.30 P.M.

For Straits, Colombo, Bombay, and London.—Per *Lombardy*, on Saturday, the 7th instant, at 11.30 A.M.

For Swatow, Singapore, and Bangkok.—Per *Taichiow*, on Saturday, the 7th instant, at 1.30 P.M.

For Saigon.—Per *Chow-chow-foo*, on Saturday, the 7th instant, at 4.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ABYSSINIA, British steamer, 2,346, Geo. A. Lee, 28th June, San Francisco 21st May, Vancouver 29th, Yokohama 17th June, Nagasaki 21st, and Shanghai 25th, General.—Adamson, Bell & Co.

AFGHAN, British steamer, 1,439, G. Roy, 3rd July,—Sydney, *viâ* Manila 30th May, Sugar. Gibb, Livingston & Co.

ALWINE, German steamer, 400, Samuelsen, 4th July,—Pakhoi 1st July, and Hoihow 3rd, General.—Wieler & Co.

ANJER HEAD, British steamer, 1,300, Pinkham, 26th June,—Batoum 10th May, and Singapore 19th June, Kerosene Oil.—Jardine, Matheson & Co.

ARABIC, British steamer, 2,787, Smith, 28th June,—Liverpool 26th May, Coals.—O. & O. S. S. Co.

BELLONA, German steamer, 2,032, Heasloop, 4th July,—Kobe 29th June, General.—Siemssen & Co.

CHANGSHA, British steamer, 1,463, J. E. Williams, 3rd July,—Colonies 11th June, Coal and General.—Butterfield & Swire.

CHEANG HOCK KIAN, British steamer, 956, F. Webb, 4th July,—Penang 26th June, and Singapore 28th, General.—Bun Hin Chan.

CHOW-CHOW-FOO, German steamer, 796, W. Wendt, 4th July,—Saigon 29th June, Rice.—Tung Kee.

DECIMA, German steamer, 965, P. Oestmann, 29th June,—Bangkok 22nd June, Rice.—Siemssen & Co.

DEVAWONGSE, British steamer, 1,057, P. H. Loff, 3rd July,—Bangkok 26th June, Rice and Timber.—Yuen Fat Hong.

DRACHENFELS, German steamer, 1,459, Carl Tarée, 30th June,—Saigon 26th June, Rice and Paddy.—Melchers & Co.

FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.

GENERAL WERDER, German steamer, 1,820, W. von Schuckmann, 3rd July,—Nagasaki 29th June, Mails and General.—Melchers & Co.

KILDARE, British steamer, 2,277, Johnson, 3rd July,—Saigon 29th June, Rice.—Butterfield & Swire.

KUTSANG, British steamer, 1,495, Slessar, 30th June,—Whampoa 30th June, General.—Jardine, Matheson & Co.

LOMBARDY, British steamer, 1,580, C. F. Preston, 1st July,—Bombay 15th June, and Singapore 26th, General.—P. & O. S. N. Co.

MORAY, British steamer, 1,411, W. S. Duncan, 27th June,—Saigon 23rd June, Rice.—Adamson, Bell & Co.

NANSHAN, British steamer, 805, Geo. Blackburne, 2nd July,—Bangkok 24th June, and Koh-si-chang 25th, Rice and General.—Hop Hing Hong.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

SEPTIMA, German steamer, 783, P. Hansen, 4th July,—Manila 30th June, General.—Ed. Schellhass & Co.

TAICHIOW, British steamer, 862, J. Newton, 26th June,—Bangkok 20th June, Rice and General.—Yuen Fat Hong.

SAILING VESSELS.

ANNA, German schooner, 347, H. Meinsdrico, 14th June,—Menada 10th May, Wood.—Siemssen & Co.

CHITTOOR, British bark, 217, S. Gortley, 20th June,—Freemantle 18th May, Sandalwood.—Jardine, Matheson & Co.

CUTHONA, British 3-m. schooner, 301, James Giffer, 19th June,—Sharks Bay 12th May, Sandalwood.—Jardine, Matheson & Co.

ELECTRA, American bark, 989, F. L. Jones, 20th June,—Manila 8th June, General.—Russell & Co.

ELLA NICOLAS, German bark, 574, J. W. Meisterfeld, 11th June,—Pescadores 7th June, Ballast.—Chinese.

ERLKONIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

HEINRICH, German ship, 923, F. H. Bannau, 20th May,—Middlesborough 17th Dec., Iron and Cokes.—Arnhold, Karberg & Co.

NORDEN, Norwegian schooner, 236, L. A. Jensen, 30th June,—Delagoa Bay 12th May, General.—Gilman & Co.

SACHEM, American ship, 1,311, J. L. Bartlett, 29th June,—Cardiff 17th March, Coal.—P. & O. S. N. Co.

SANTA FILOMENA, Spanish schooner, 449, J. de Mendiguren, 24th Jan.,—Iloilo 31st Dec., General.—Kwong Cheong Tai.

SPINAWAY, British sch., 325, J. Garrich, 23rd June,—Sharks Bay 26th May, Sandalwood.—Siemssen & Co.

TARAPACA, British bark, 304, H. Kennett, 11th June,—Sandakan 15th May, Timber.—Gibb, Livingston & Co.

TETUAN, German bark, 438, Röper, 1st April,—Singapore 29th January, Hardwood and Timber.—Chinese.

VELOCITY, British bark, 491, R. Martin, 3rd May,—Honolulu 21st March, General.—Pustau & Co.

YOUNG SIAM, Siamese bark, 789, G. Kock, 16th June,—Put back, General.—Chinese.

WHAMPOA.

AMOY, German steamer, 815, R. Kohler, 1st July,—Shanghai 28th June, General.—Siemssen & Co.

E. J. SPENCE, British bark, 516, J. H. Gill, 14th June,—Newchwang 27th May, Beans.—Chinese.

RIVER STEAMERS.

Fatshan, British steamer, 2,260, S. W. Goggin,—Hongkong, Canton, & Macao Steamboat Co.

Hankow, British steamer, 2,235, Lloyd.—Butterfield & Swire.

Ho-nam, British steamer, 1,377, G. B. Lefavour.—Hongkong, Canton, & Macao Steamboat Co.

Kin-kiang, British steamer, 617, W. E. Clarke.—Hongkong, Canton, & Macao Steam-boat Co.

Kiung-chow, British steamer, 159, E. Gaine,—Hongkong, Canton, & Macao Steamboat Co.

Pasig, Chinese steamer, 284, J. W. Stavers.—Tok Kee.

Kiang-ping, Chinese steamer, 360, Holmes.—China Merchants S. N. Co.

Powan, British steamer, 1,890, J. P. Hoyland,—Hongkong, Canton, & Macao Steam-boat Co.

White Cloud, British steamer, 527, W. J. Risby,—Hongkong, Canton, & Macao Steam-boat Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Khedive	London	July 7th	P. & O. S. N. Co.
City of Sydney	San Francisco	July 8th	Pacific Mail S. S. Co.
Wingsang	Calcutta	July 8th	Jardine, Matheson & Co.
Anchises	London	July 9th	Butterfield & Swire.
Cambodia	Hamburg	July 9th	Russell & Co.
Khiva	Bombay	July 10th	P. & O. S. N. Co.
Carmarthenshire	London	July 10th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Pekin	P. & O. S. N. Co.	July 14th, at noon.
London, via Suez Canal	Palinurus	Butterfield & Swire	July 7th.
London, via Suez Canal	Glencoe	Jardine, Matheson & Co.	About July 9th.
Havre, Hamburg, &c.	Bellona	Siemssen & Co.	July 7th, at 3 p.m.
Vancouver, B.C., via P., &c.	Abyssinia	Adamson, Bell & Co.	July 10th, at 3 p.m.
San Francisco, via Y'hama	Arabic	O. & O. S. S. Co.	July 10th, at 3 p.m.
San Francisco, via Y'hama	City of Sydney	Pacific Mail S. S. Co.	July 19th, at 3 p.m.
Sydney and Melbourne	Afghan	Gibb, Livingston & Co.	July 10th, at 4 p.m.
Straits, Colombo & Bombay	Lombardy	P. & O. S. N. Co.	July 7th, at noon.
Yokohama, via N'saki, &c.	Malwa	P. & O. S. N. Co.	July 17th, daylight.
Kobe and Yokohama	Carmarthenshire	Adamson, Bell & Co.	July 11th.
Tientsin	Soochow	Butterfield & Swire	July 11th.
Shanghai	Khedive	P. & O. S. N. Co.	Quick despatch.
Shanghai, via Amoy	Anchises	Butterfield & Swire	July 11th.
Swatow and Bangkok	Taichiow	Yuen Fat Hong	July 7th, at 2 p.m.
Swatow, Amoy, &c.	Hailoong	Douglas Lapraik & Co.	July 8th, at 9 a.m.
Swatow	Nanshan	Hop Hing Hong	To-morrow, at noon.

Intimations.

W. POWELL & CO.

FURNISHING DEPARTMENT.

WE respectfully call the attention of Shipowners and Captains to the immense facilities at our command for undertaking and executing all orders for
SHIPS UPHOLSTERY.
BEDDING and LINEN of every description.
Good Workmanship and dispatch guaranteed. Estimates Free.

W. POWELL & CO.

VICTORIA EXCHANGE.
Hongkong, 31st May, 1888. [6

INTIMATION.

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